THE BOMBAY COURIER.

[PUBLISHED TWICE A-WEEK,—EVERY SATURDAY AND TUESDAY MORNING.—PRICE 13 RUPEES PER QUARTER.]

VOL. XLV.] TUESDAY, 10 JANUARY, 1837. [NO. 9360.

FOR LONDON.—touching at the Cape, to sail the first week in February, the TRIUMPH, 600 tons, *Thomas Green*, commander. This vessel has excellent accommodations for passengers, and carries a surgeon. For freight or passage, apply to *Messrs. Remington & Co.* or to *Capt. Green* at their office.—Bombay, January 10th, 1837.

FOR LONDON, touching at the Cape, the ship "*Carnatic*," *Capt. Brodie*; will sail positively on 1st January, and has one cabin to let.—Apply at the office of Messrs *Edmond, Bibby and Co*,

FOR LIVERPOOL.—The *Aliquis*, of 700 tons, *John McFee*, commander, is daily expected, and will meet with quick despatch. Has good poop accommodations, for a few passengers. For plans, &c. apply to *Messrs. Duncan Gibb and Co.*—Dady's Buildings, 10th Jany. 1837.

FOR LIVERPOOL.—The new Liverpool built ship "*John Knox*," 540 tons, *John Thompson*, commander; will sail 15th January.—For Freight—Apply to *Messrs. Duncan Gibb and Co.*—Dady's Buildings, 10th January, 1837.

ON SALE.—A very handsome London built Britchska, received per *Carnatic*. Price Rs. 2200: may be seen at

EDMOND, BIBBY AND CO'S.

NOTICE.—All persons having demands against the late *Mr. J. J. and W. J. Reel*, are to prefer the same to *W. J. H. Reel*, at the chief engineer's office, within 14 days from this date, after which none shall be attended to.—Bombay, 10th January, 1837.

NOTICE is hereby given, that *Joze Antonio dos Santos*, mortgaged his dwelling house in his life-time to *Gujja Colla* and *Motty Umra*, situated in the Oart Dupowdy, assessed under No. 225, which he purchased from the Registrar of the Supreme Court on the 11th of March 1829. The deed of sale being in the possession of mortgagee, any person or persons purchasing the said House or receiving it in mortgage will do so at their own risk.—Dated 9th January, 1837.

AUCTION.—On Friday, the 20th of January, 1837, at 11 A. M., *Messrs. Frith and Co.* will submit for sale by public auction, at her residence at Byculla, the household furniture and property of *Mrs. Col. Hunt*, embarking for Europe, consisting of glass, and queen's ware, couches, chairs, tables, lamps, wallshades,—wardrobes, &c. &c.

ALSO,

An office shigram and horse, and a great variety of choice plants and shrubs, in tubs and pots. Further particulars will appear and the property be on view from Tuesday, the 17th instant.—Nesbit-lane, 10th Jan., 1837.

HOUSE AND GROUND—For sale by public auction.—On Monday, the 30th instant, at 4 P. M. *Messrs. Frith and Co.*, will sell by public auction, unless previously sold by private bargain, the dwelling house and ground situate at lower Colabah, and now in the occupation of *Mr. Payne*.

The house is the property of Captain *G. F. Andrew*, and has been very recently constructed of the best materials.

Further particulars may be known on application at the office of the advertisers.

FOR SALE.—A good buggy or shigram horse. For price or particulars—Apply to *Yates and Co.*

FOR SALE,—At *Messrs. Remington, and co's.* godowns.—A small batch of superior champaigne *per Triumph*, at 40 Rs ℔ doz.

ON SALE.—Very elegant Pianofortes, grand, semi grand, or grand square, received per "*Carnatic*," from Messrs. Collard and Collard (late Clementi, Collard and Collard) of London. These instruments are of the best quality, built expressly for this climate, and may be inspected at the office of Messrs. EDMOND, BIBBY and Co.—Rampart-row, 10th Jan. 1837.

ON SALE—Sherry Wines of choice quality, from the firm of J. E. de Apalategui, of Xeres de la Frontera, in butts, hhds and quarter casks, now landing from the "*Carnatic*."—Apply to Messrs. EDMOND BIBBY and Co—Rampart-row, 6th January 1837.

They have also on sale,—Port Wine of very superior quality, at Rs 20 ℔ doz. cash.

JUST published, and for sale at the COURIER OFFICE,—THE INDIAN CALENDAR, for the year 1837, shewing the various modes of reckoning time, among the HINDOOS, PARSEES, MAHOMEDANS, and MALABARIANS. Also a list of such holidays as are allowed by government during the year. Europe paper.—PRICE RUPEES—Two.

JUST PUBLISHED.—The BOMBAY CALENDAR and ALMANAC, with an INDIAN CALENDAR attached, for 1837.—It is corrected up to the latest date.—*Price—Rupees 6 per copy*.—Courier Office, 10th Jan. 1837.

BILLS on Sir Charles Cockerell, Bart. and Co. London, in convenient sets, at 2s. 30 days' sight, may be had of

McGREGOR BROWNRIGG, AND Co.

Bombay, 10th January, 1837.

STEAM NAVIGATION.

CORRESPONDENCE.

C. B. GREENLAW, ESQ.
Secretary of the Calcutta Steam Committee, Calcutta.

SIR,—I have the honor to submit on behalf of the Bombay steam committee, the enclosed memorandum for the information of your committee, with an expression of hope on their part, that your committee will unite with them in attempting to secure a regular overland communication with Europe while the plans now in agitation in England for that purpose are being perfected.

On the obvious advantages of keeping alive, both here and at home, the feeling in favor of such an intercourse by every means in our power, I will not dwell on this occasion. But with regard to that portion of the memorandum which relates to the transmission of packets between Bussorah and Beirout, it may be as well in explanation to inform you, that it appears the Admiralty have determined to despatch steamers monthly for the present to the latter place, with packets; and that by means of dromedaries there is every reason to believe a regular communication may be established by this route in from 45 to 55 days.

The calculation is as follows:—

From London to Beirout	22	days.
" Beirout to Bussorah	14	"
" Bussorah to Bombay	10	"
Total	46	days.

In proposing a grant for this route, however, the committee by no means abandon that of the Red Sea. On the contrary, the present undertaking they consider as merely a temporary one, which the suspension of the other, and the peculiar circumstances mentioned, alone render desirable.

I have only to add, that arrangements have been made conditionally with parties in Bussorah for the transmission of packets to Beirout and *vice versa*, and that there is every reason to believe that the route may be brought into immediate operation.

I have, &c.
G. ASHBURNER,—*Sec.*

Dec. 14th, 1836.

TO GEORGE ASHBURNER, ESQ.
Secretary to the Bombay Steam Committee.

SIR.—By desire of the committee of the new Bengal steam fund, I have the honor to acknowledge the receipt of your letter under date 14th instant, with a memorandum and resolutions of your committee touching the disposal of the Bombay steam fund, and inviting this committee to unite with you in the same objects.

2nd. These objects appear to be the following:—First, to keep open a monthly communication between Beirout and Bombay by way of Bussorah, and a communication with Suez by steamers when practicable, and otherwise by sailing vessels via the Red Sea.

3rd. With respect to the first, I am directed to observe that the Bengal fund having been expressly subscribed for the Red Sea route alone, the committee feel themselves altogether precluded from submitting to their constituents a proposition tending to divert the remaining portion of the fund from that route. With respect to the second, the despatch of the *Hugh Lindsay* on the 18th January, as officially notified in the papers, would appear to render unnecessary any intervention of the public, as regards that vessel—Nor has this committee any reason to believe that the supreme government will not use such means as may be at their disposal to keep the communication open, pending the final establishment of a regular communication.

4th. Should, however, the supreme government or the government of Bombay desire to receive the co-operation of the public of India, acting though their committees, the committee of the new Bengal steam fund will most readily submit to their constituents the expediency of placing their funds at the disposal of government; but this committee are apprehensive that, unless such a desire is expressed or known to exist, an offer of this kind is not likely to be accepted.

5th. This committee fully recognizes the advantage "of keeping alive both here and at home the feeling in favor of such an intercourse by every means in our power;" and it has been one of the leading principles of this committee to endeavour to keep alive such a feeling.

6th. In this country the committee are satisfied there will be no abatement of intense desire for the communication until it shall have been obtained. In England, till lately, the feeling had to be created; and it is there principally, if not alone, that efforts should be made to extend the feeling in favor of the intercourse until the authorities can no longer refuse it.

7th. It was with this sense of the importance of stimulating the public feeling at home that this committee, in sending home the Calcutta petition, desired that certain measures should be pursued for making it known through the country; and they confidently expect when these measures shall have been taken, that the feeling in favor of the communication will be so general that the opposition to it must yield; and they are the more encouraged to entertain this hope, by a communication received from Major Head, the chairman of the London provisional committee, from which it would appear that the Calcutta and Madras petitions, although at the time known at home only through the medium of the Indian press, have materially strengthened the course, and have been useful instruments in promoting the labours of the provisional committee.

I am, &c.
C. B. GREENLAW,
Secretary to the Committee of the New Bengal Steam Fund.

Town Hall, Calcutta,
26th December, 1836.

THE CURRENCY.

"Where no counsel is, the people fall; but in the multitude of counsellors there is safety".—PROV.

TO THE EDITOR OF THE BOMBAY COURIER.

SIR,—At the present moment, the following observations, respecting some of the advantages to be derived from a well regulated paper currency, may perhaps interest your readers.

Money is that commodity, which is in general use, as a means of exchange for other commodities.

The quantity of money required in any country, to facilitate the interchange of different commodities, will be in proportion to the extent and activity of its commercial operations. But these operations are, in their turn, greatly influenced by the quantity of money in circulation.

If there be no money at all, the primitive system of barter must be adopted; which is attended with so many inconveniences, delays, and losses, as to be hardly practicable on a large scale. In proportion with the scarceness of money, commerce will be obstructed: but a superabundance is likewise injurious by occasioning heavy loss of interest. It is of great importance that there should be neither too much money in circulation, nor too little: and the ready means of increasing it, when there is too little, and of diminishing it when there is too much, ought to be one of the first objects which a great commercial people should attempt to attain.

If money consist of gold or silver, this can only be done by importing, or exporting, these metals, at a great expense to the country: but before this remedy can be applied, much loss may have been sustained.

For the sake of example, let us examine into the effect of the scarcity or abundance of money in Bombay.

When it is scarce, the value of the rupee compared with the value of coins of foreign countries, increases. A person who wishes to draw money from England, or China, by means of bills of exchange, will receive for his pound, or his dollar, fewer rupees in proportion with the greatness of the scarcity of rupees in Bombay. But if he can procure more rupees by importing sovereigns or dollars, or uncoined gold and silver, than by negotiating his bills of exchange, he will probably do so: and this specie will be coined to supply the deficiency of the circulating medium.

If money be abundant, the reverse will be the result.—The rate of exchange will fall in proprotion to the superabundance of rupees, until it be so low, that those who wish to make remittances to foreign countries, will find it more beneficial to send rupees, than bills of exchange.

The effect upon the exchanges with places in the interior of the country will be similar.

It is evident that these remedies, particularly that of supplying the deficiency, will be the work of many months, perhaps years.

Nor does it require much consideration to be convinced that violent fluctuations, of the rates of exchange with foreign countries, or between different towns in the same country, are prejudicial to the general interests of the community. The merchant who buys the produce of India, to send to England, in calculating the cost, must take into account, the rate of exchange between the two countries: every fluctuation of which, will force upon him a corresponding variation in the price which he can afford to give. Cotton for instance, bought at Rs. 150 per candy, will cost him as much, landed in England, when the exchange is at 2*s.* 2*d.* per rupee, as if he had paid Rs. 180 per candy when the exchange was at 1*s.* 8*d.* per rupee.

But experience proves, that great variations in the price of any commodity, by rendering the profit precarious, increases the cost of production, and thereby tends to diminish the consumption.

If a person accepts a salary of Rs 1,000 per mensem when the rupee is worth 2/2, he will find himself a serious loser if its value should have fallen to 1/8 when he is desirous of remitting his savings to England: and it will not afford him much consolation to be informed, that if he remains 15 or 20 years longer in India, he may chance to see the exchange again at 2/2.

Although it is not contended that the prices of commodities and rates of exchange are regulated entirely by the scarcity or abundance of money; it must be apparent, that if the circulating medium consisted of a commodity which could be easily and rapidly increased or diminished, the exchanges would be less liable to great fluctuations; the prices of articles of commerce, would be more uniform; and the community, generally, would secure a great and lasting benefit.

The issue of bank notes in England, convertible at any time into gold, appears to produce this effect.

The bank of England issues paper notes to about three times the amount of cash which it holds in deposit; the greater part of which does not belong to the bank itself, nor form a part of its own capital, which has long ago been absorbed by loans to the British government.

These bank notes are issued for the most part in discounting bills, and making advances on undoubted securities. When money is scarce, the applications for discounts are very numerous, and a large issue of notes, sufficient to supply the deficiency, takes place. On the other hand, when money is abundant, many holders of bills keep them until due, for the purpose of saving the interest, in preference to holding bank notes, which bear none. Consequently, fewer notes are issued: and the number in circulation is gradually diminished by the flow of bank notes into the bank, in payment of the bills previously discounted. If this remedy, subject to various modifications, were not employed, the exchanges with foreign countries would fall: and those who had remittances to make, would find it more advantageous to send abroad sovereigns, than bills of exchange, which it requires only a little attention to prevent, by diminishing the money in circulation, by a less extensive issue of notes.

I shall conclude with two extracts from Ricardo's valuable work on political economy; and trust that the soundness of the doctrine maintained, will be a sufficient apology for their length:—

"A currency is in its most perfect state, when it consists wholly of paper money, but of paper money of an equal value with the gold which it professes to represent. The use of paper instead of gold, substitutes the cheapest in place of the most expensive medium, and enables the country, without loss to any individual, to exchange all the gold which it before used for this purpose, for raw materials, utensils, and food, by the use of which both its wealth and its enjoyments are increased."

"I have already observed that if there were perfect security that the power of issuing paper money would not be abused, it would be of no importance with respect to the riches of the country collectively, by whom it was issued: and I have now shewn that the public would have a direct interest that the issuers should be the state and not a company of merchants or bankers. The danger, however, is, that this power would be more likely to be abused, if in the hands of government, than if in the hands of a banking company. A company would, it is said, be more under the control of law, and altho' it might be their interest to extend their issues beyond the bounds of discretion, they would be limited and checked by the power which individuals would have of calling for bullion or specie. It is argued that the same check would not be long respected, if government had the privilege of issuing money: that they would be too apt to consider present convenience rather than future security, and might, therefore, on the alleged grounds of expediency, be too much inclined to remove the checks, by which the amount of their issues was controlled."

I have, &c.
Bombay, 9th Jan. 1836. A MERCHANT.

BANK MEETING.

To the Secretary to the Provincial Bank Committee, &c. &c.

SIR.—We request you will call a general meeting of the subscribers to the proposed bank of Bombay to be held on Wednesday, the 11th inst., for the purpose of considering the propriety of naming a committee in England to support the application for a charter, and to superintend generally, such business as it may be necessary to transact there for the benefit of the proposed institution.

We are, Sir, &c.
ARCHIBALD ROBERTSON,
D. GREENHILL,
J. SKINNER AND Co.
EDMOND BIBBY AND Co,
RITCHIE STEUART AND Co.
McGREGOR BROWNRIGG AND Co.
FRAMJEE CAWASJEE,
DIROM CARTER AND Co.

Bombay, 3d Jan. 1837.

NOTICE.—In compliance with the above requisition, a meeting of the subscribers to the first 2,700 shares of the Bank of Bombay is hereby convened, to-morrow, Wednesday, the 11th instant, at 10 o'clock A. M. at the office of Messrs. Dirom Carter and Co., when certain propositions will be laid by the Bank Committee before the meeting for its consideration.

By order of the Bank Committee,
G. ASHBURNER,—*Secretary.*

Bombay, 7th Jan. 1837.

MILITARY ARRIVALS AND DEPARTURES.

ARRIVALS.

Lieut. Mathews, 15th Regt. N. I., from Tannah.
Captain Davidson, Staff, from Poonah.
Ensign J. M. Browne, do. from do.

DEPARTURES.

Bt. Capt. Keith.....
Lieut. G. E. Cuyler.....
" E. W. Spark.....
" S. W. Jephson.....
Ensign G. S. Moodie..... } H. M. 2d. or Queen's Royals, to Belgaum.
" G. Piercy.....
" H. W. Listed.....
" J. W. E. Holdsworth..
Pay Master J. S. Darby.....
Adjt. J. E. Simmons.....
Lieut. J. Back, M. N. I.
Lieut. H. Jacob, 19th Regt., to Poonah.
Lieut. J. G. Wilson. H. M. 6th Regt., to the Sea Coast.
Surgeon Sheppee, European Regt., to Poonah,
Lieut Shortrede, E. Regt, to do.

DOMESTIC OCCURRENCES.

BIRTH.

At Malligaum, on the 4th January, the lady of Lieut. R. H. Goodenough, of the 26th Regt. N. I., of a son.

DEATH.

At Sattarah, on the 5th instant, William Caldwell, the eldest son of Major William Donald Robertson, 8th Regt., aged twenty two months.

SHIPPING ARRIVALS AND DEPARTURES.

ARRIVALS.—None.

DEPARTURE.

Jan. 5th.—The East India Company's Pilot Brig Saugor, Lieut. J. F. Prentice, in charge, to Calcutta.

SHIPPING IN THE HARBOUR.

E. I. Company's Receiving and Guard Vessel—Hastings.
Floating Chapel—Aurora. Brig of War—Tigris, and Steamer—Hugh Lindsay.
FREE TRADERS.—Marquis of Hastings, Urania, John Knox, Brittania, Portland, Carnatic, and Triumph.
COUNTRY VESSELS.—Tauze, Meccaie, Cornwallis, Good Success, Kaikusroo, Futtay Rahimon, Eleanor, Hamedo, Ruparell, Lord Castlereagh, Governor Finlay, Charlotte, Hannah, Clarissa, Helen, Charles Forbes, Allalevie, Allison, Fort William, Gopall Crushna, and Lady Grant.
STEAMER.—Indus
ARAB.—Tauze, Futtay Salam, Mahomedy, and Futta Kalimon.
AMERICAN.—Elizabeth.
HIS HIGHNESS THE NIZAM'S.—Mahommedee.

THE COURIER.

TUESDAY, 10th JANUARY, 1837.

The Madras papers announce the arrival of the *Alfred*, with London papers up to the 5th of Sept. The only news we observe in them is the appointment of Mr G. W. Anderson, provisionally, to the council of this presidency.

Another vessel for the Calcutta Pilot service was launched on Saturday last from the Dock-yard. She was named the *Kishnah*; and like the others which have been built here for the same service, was constructed with an elliptical stern.

A typographical error, we observe, has crept into the notification we published in our last, relative to a meeting of the Bank proprietors to be held to-morow. We beg, therefore, to refer our readers to another one to the same effect in a previous column: and to state that the meeting is called only for the subscribers to the original scheme for the proposed Bank, as they alone have as yet an established interest in the undertaking.

We devote a considerable portion of our space to-day, to a report of a conversation at the Board of Control upon steam navigation to India. Though not by any means decisive, it is most satisfactory in many respects, and we think shows beyond a doubt, that the British government will soon be disposed—perhaps forced, as an economical arrangement alone—to encourage the project which Major Head, Mr. Crawford, M. P. and others equally entitled to confidence and support, have started for facilitating the communication with India.—Major Head, for instance, states, and declares that he is ready to prove, that the Malta packets cost government annually no less than from £70,000 to 80,000. In return they receive, it is true, the postage on the Mediterranean mails; and this amounts to a large sum. Still, however, the packet system does not pay for itself; and as Major Head, and his colleagues propose to give the British government the privilege of conveying their mails, as at present, and to perform all the services which the public receives, from the expenditure of the above seventy or eighty thousand pounds, for forty thousand only, it is difficult to conceive a reason for opposing the arrangement on the part of government.

The only obstacle, therefore, which remains is the Company; who are called upon for £25,000 per annum their share of the undertaking. Whether it is to [illegible] return for the sum to give them a privilege, [illegible] offered on the other side of the isthmus, of [illegible] public mails free, and thus enabling them [illegible] return, does not appear.—But if so, it will require [illegible] sual degree of obstinacy on the part of the [illegible] the offer, as the charge upon steam [illegible] them; while on the other hand, if the sum [illegible] merely for the transmission of government despatches and public documents, it is not sufficiently large to afford the

slightest pretext for resisting a measure that promises such vast benefits to the commerce of India, so much comfort to its European inhabitants, and the prospect of a better government to the natives; and which is likely, moreover, to take the profits of a large portion of the exchange operations of the East from foreigners, and throw them into the coffers of the Company.

We publish to-day the correspondence which has lately taken place between the Calcutta and Bombay steam committees in consequence of the resolution adopted by the latter, of expending their fund, if necessary, in keeping up overland communication with home, while the projects now entertained for that purpose were being matured. The Bengal committee, be it observed, will have nothing to say to the route by the Persian Gulf, as that would completely dissipate their fond illusions. Their money, however, happily is not wanted, and we, therefore, feel quite indifferent about it. But we confess we cannot help admiring the scruples displayed on the present occasion as to the limited extent of their authority. When the question was, whether Mr. Waghorn should be remunerated for past services it never seems to have occurred to them that their fund was raised exclusively for the purpose of prosecuting the route by the Red Sea, and four or five thousand rupees were voted away without such an idea coming into their heads; nor were their memories better when it was proposed to give a bonus to the captain of some Indiaman who promised to bring them intelligence from England in 60 days, via the Cape, by means of large steam frigates. As soon as the Euphrates, however, is mentioned, they find that their hands are tied fast; and it never even occurs to them, that a vote of the subscribers at large might untie them.

We also publish an article from the *Calcutta Courier*, on the same subject Our contemporary it will be observed is not very sanguine of the "comprehensive scheme," though he still tries to magnify its importance and advantages. After detailing these at considerable length, we were not a little amused at the following very naivé remark:—"This important consideration we have urged before, and *we are really surprised that it is so little attended to.*"—an observation, we need hardly add, which is much more expressive than the writer appears to have been aware of when he wrote it.

MADRAS.

SEIZURE OF H. M. SLOOP "LEVERET" BY A PORTUGUESE FORT.—On the 23d October, the day after the date of our latest Cape paper, the *Leveret* arrived in Simon's Bay from the Mozambique Channel, bringing the following extraordinary intelligence. It appears that about the middle of last year, Captain Bance, the Port Captain at Cape Town, had obtained information, from some vessel which arrived in Table Bay, that a large Corvette, mounting 20 guns, had been fitted out as a Slaver, at Havannah, and despatched for a cargo to Madagascar. This account was immediately transmitted to Admiral Campbell, who lost no time in directing the *Pelorous* to proceed to the Mozambique Channel in search of her.—Though some accounts of the Corvette were communicated to the *Pelorous* at the different ports, she failed in falling in with her. The *Leveret*, a 10 gun brig, commanded by Captain Bosanquet, being in the Mozambique in the early part of December last, heard that a large Slaver had just arrived on the coast, and on the 25th of that month discovered her lying at anchor in a small bay—The Corvette (for there is but little doubt of her being the same vessel which the *Pelorous* was in search of the preceding year, and which had returned to the coast after a successful voyage) refusing to hold communication with the Brig, an action commenced. So desperate was the resistance which the Slaver made, that the *Leveret* hauled off twice to repair damages, and at length, after having one man killed, and 5 or 6 wounded, among whom was the Master, succeeded in taking possession of her. The exact loss of the Slaver which mounted 20 guns, and carried 70 or 80 men, was not mentioned; but must have been considerable. A large quantity of dollars, intended for the purchase of Slaves, was found, and removed to the *Leveret*, which proceeded to a Portuguese settlement near the Mozambique, the name of which is forgotten. The Governor of this place demanded that the Slaver should be given up, which being refused by Captain Bosanquet, a large Battery, under which the *Leveret* lay, suddenly opened upon her, and obliged her to *haul down her colours*—Immediate possession was taken by the Portuguese, both of the *Leveret*, and Slaver; and the prize dollars removed to the Fort.—There happened to be lying at this place a Portuguese Frigate, to whose Commander Captain Bosanquet appealed in vain, the other declaring that he could not interfere. After holding possession of the *Leveret* 8 days, she was delivered up, and Captain Bosanquet immediately returned to Simon's Bay.

It may be easily imagined what impression this singularly outrageous conduct of the Portuguese Governor has produced every where. The moment the *Thalia* arrived (and she was daily expected) Admiral Campbell intended to proceed to the Mozambique with all the squadron he could muster, and little doubt is entertained by those who know the decided character of the Admiral, that ample reprisals will be made for this unprecedented insult on the English Flag.

It was reported that the little *Leveret* was very short of hands, having several men away in Slave Prizes.—*Madras Herald, December* 28.

LORD ELPHINSTONE.—Various contradictory reports are still afloat respecting Lord Elphinstone's coming out—It was generally understood in London in the beginning of August that he would come on the *Prince Regent* Yacht, and positive intelligence to that effect had been received at the Cape in October—Those who are likely to be best informed in Madras, state that His Lordship was certainly coming overland, and, it is even supposed that before this time he has reached Bombay in company with the October Packets—It is stated with equal confidence that Lord Elphinstone was coming around the Cape in a Steam Vessel—but there are not wanting those who affirm that he will after all take his chance in a Merchant Ship, to which last we incline.

Something like the same uncertainty seems to attach to the departure of Sir F. Adam, who has taken his passage by the *Lady Flora*, but appears disposed, after all, to go overland.—*Ibid.*

CALCUTTA.

NATIVE EDUCATION.—We are glad to borrow from the *Hurkaru* the following extract from "a private letter from one of the most earnest and enlightened advocates of native education in Western India." It speaks volumes in favour of the principle of encouraging the dissemination of European knowledge through the medium of the native languages:

"I beg to acknowledge the receipt of the pamphlet (containing the recent correspondence relative to the best means of imparting education to the natives) so kindly forwarded by you, and to express my obligations for so useful and convenient a summary of the arguments put forth on both sides of the question. I have witnessed, with sincere gratification, the interest taken by the *Hurkaru* in the cause of native education, and am happy in acknowledging the talent shewn by those who have advocated a course different from what I feel assured, can alone give an improved state of knowledge to the people generally. My arguments were directed however against a system which I was happy to see the returning good sense of the Committee had in some degree modified. They were directed against the intolerant order of Government, which prescribed that all the funds appropriated to education should be expended exclusively on promoting a knowledge of English. This course has now been abandoned, and the value of the vernacular languages being acknowledged, their cultivation will, I trust, be English. I beg to refer you to my letter signed L. W., and to call your attention to the part explaining the contents of the two little books on Geography and Astronomy, by Ooncar Bhut and Soobajee Bapoo. The Hindoo Astronomy agrees with ours in all things, except in this, that the Hindoos thought the earth to be fixed. My pundits advocate the Copernican system, and they have to bring their proofs, which are new. But in advocating every other truth in Geography and Astronomy, Trigonometry and Mathematics, they find that the Hindoo Astronomers have already advocated them all for them. They use the Sanscrit authorities, therefore most plentifully, and add all the new proofs I have given them with many new facts. What is the consequence? the books are exceedingly popular, and are spreading hundreds of truths, most rapidly in all directions. Let me quote a proof. I sent, at the request of Crishna Rao, a dozen copies of their book of Ooncar Bhut, to him for the Saugor school. He reports that they were bought up instantly: he writes begging me to send him 100 more copies. But the book has been in such request here that I have none left to send him. He begs me to get another edition printed. So also does the Rev. Mr. Buyers at Benares.

Our translated Hindee books on Geography are not readable or intelligible to natives. These books of my pundits however, written by them with matter learned from me, and collected from their Astronomical and other books, fall in exactly with native tastes, and are most popular; they gratify the native's vanity, who is pleased that learned Hindoos before advocated these now little known truths: they violate the least prejudice and excite the smallest degree of opposition. Now the Pouraniks oppose the doctrine of our English masters, tooth and nail, because they believe it wholly at variance with all that they have been taught to regard as true.

Crishna Rao, the Committee's teacher at Saugor, has had his means of usefulness impaired by a gross calumny got up by the orthodox at Saugor—that he has abandoned the faith of his ancestors for the Christian religion. My pundits go farther than he does, and still they have escaped this calumny. And how? because they are more learned in their own literature and can convict a Brahmin from their own Siddhants. The English party will not consider these things:—but if I live and have my health, I doubt not that it will eventually fully acknowledge the absolute necessity of cultivating the vernaculars, and in some degree, native literature, so far as it is sound. They will thus disarm all opposition.

I would not exclude English, as our opponents did exclude the vernaculars, and keep them really in exclusion yet. We cannot bring natives forward sufficiently without English literature At all the principal stations, as well as at the presidencies, the means of acquiring a good English education, should be afforded, and the study of English encouraged for all who will really acquire it and use it But to ensure its proving of the greatest use, a regulation should be passed as at Bombay, making it obligatory upon every boy to have a grammatical knowledge of his own language, before admitted to the study of English. How else are they to be of use to the native public? Pray think on this subject—and give us your reflections thereon; when I have a sufficiency of new facts to bring before the public, I may probably recur to the subject. I am anxious to see unanimity amongst the friends of education The abandonment of the principle, before professed by the Government of giving exclusive encouragement to English, and the present profession in favour of the vernaculars, give me great hopes that we may soon agree. We freely grant the value of English—let our adversaries who have the funds at their disposal, carry into execution their professions in favor of the vernaculars, and we may shake hands.

The scheme of establishing the Roman character for the vernaculars, is universally laughed at as chimerical on the Bombay side, and by almost all my friends who are interested on the subject of education, also on this side of India. It never can take with the natives, till they have abandoned their faith at least; and we profess to confine ourselves to improving the moral and intellectual state of the natives in our schools: and I hope, are all sincere."—*Calcutta Courier, Dec.* 28.

STEAM COMMUNICATION.—The Steam Committee met yesterday afternoon to discuss the letters received from Bombay and London, and it was resolved to send a reply to Major Head, the Chairman of the London Committee, in terms expressive of dissent from the plan they recommend, on the ground of its insufficiency to embrace the objects desired. That plan is palpably defective in two particulars, first in dividing the steam voyage at Malta, so as to make the despatch thence to and from London and Alexandria respectively depend upon the arrival and departure of a second steamer in each case, which at times may cause many days—almost a month's delay, and will always put the passengers to much inconvenience and some expense in the island;—and secondly, in devoting a very large sum to a too limited object, a monthly Steam Communication with Bombay alone, thereby depriving the rest of India of a Steam conveyance for passengers, and throwing away a source of receipt which in the transit between Suez and Calcutta would eventually cover all the charges of a line of Bengal Steamers of adequate size, the relative charges upon them for fuel being so much less for the distance, and the number of passengers so much greater than in the Bombay line, which latter might in several ways be rendered more economical by the combination of both. This important consideration we have urged before, and we are really surprised that it is so little attended to—Moreover, the London plan of Monthly Steamers could not be literally carried into effect between Bombay and Suez during the south-west monsoon, as already shewn by Captain Wilson and other practical navigators. It would in that season be necessary to have recourse to the Syrian route or some other for the conveyance of the mail from India.

One piece of information of a most satisfactory kind we derive from the correspondence as quoted in the newspapers (the whole, we understand, is to be published), that the majority in the Court of Directors against Steam is now reduced to one. The victory is therefore all but gained already, and the issue may now be considered as certain.—*Courier, Dec.* 27-

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VAN DIEMEN'S LAND.

Capture of the murderer of Captain Sergeantson.

This dreadful character, whose atrocious conduct can hardly be accounted for but on the ground of insanity, has been taken in the most heroic manner, by a small settler and his wife, named Kerr, on the Nile rivulet about 20 miles from Launceston. Kerr was in the act of digging potatoes behind his cottage, when he was surprised by the appearance of Hunt on the outside of the hedge who ordered him, with a musket pointed towards him, to leave off digging and to kneel down. Hunt then approached till within two yards when he also knelt down, keeping the firelock steadily directed towards his victim, whom he now declared he was about, to shoot. 'Oh! no, said Kerr,' what would you shoot me for? As he said this, he moved one knee forward and thereby gained a small advance upon him, and while Hunt was about to reply he moved up to the other knee, and instantly closing with him knocked the gun out of his hand. A violent struggle immediately ensued, in the midst of which Hunt contrived to take out a pistol, which he presented to the side of Kerr, and pulled the trigger, but it providentially missed fire. Upon this, Kerr, called out as loudly as he could to his wife, who was in the cottage, and the only other soul within hearing, to come to his assistance, On her approach, the two combatants were so begrimed with mud in consequence of their desperate struggle on the wet potatoe ground, that she could not distinguish which was which, and emphatically asked her husband 'which is you Jem' and taking up Hunt's gun, which was lying on the ground as it had been knocked from his hand, she asked if she should shoot the ruffian. Her husband told her to cock the gun and shoot, but instead of drawing the trigger, in the hurry of the moment, she opened the pan and lost the priming. Thus baulked she asked her husband if she should hit the assailant with the gun, which she accordingly did across the shoulders, the butt breaking off with the force of the blow. Hunt by this time had managed to get out another pistol, which he was in the act of presenting at the head of his adversary, who called out to his wife to hit him again with the barrel of the gun that remained in her hand, which she did directly on the head, inflicting a deep wound with the part of the lock which adhered to the barrel. This completely stunned the robber, who with the assistance of the neighbours was subsequently secured and conducted to Launcester gaol, where he now is. This instance of heroism and determined courage on the part of this most exemplary couple is worthy to be recorded in the most memorable annals of our colonial history. It is also the more deserving to be held up to the applause of the public and the government on this occasion, as we learn, it was but a short time previous, that an individual who met Hunt in the bush apologised for not making an effort to secure him, because *he had but one shot in his gun.*—*Madras Herald, Dec.* 24.

EUROPEAN INTELLIGENCE.

STEAM NAVIGATION TO INDIA.

On Thursday, August 11th, a deputation headed by Mr. Hutt, M. P. and consisting of Mr. J. Morison, M. P. Mr. Thornley, M. P. Mr. Crawford, M. P. Mr. Bagshaw, M. P. Captain Alsager, M. P. Lord Sandon, M. P. Sir J. R. Reid, M. P. Lord William Bentinck, M. P. Mr. Ewart, M. P. Captain Thornton, Major Head, Captain James Barber, Mr. Kerr, Mr. Daniells, Mr. Larkins, Mr. Bonar, Mr. Colvin, Mr. Briggs, Mr. Thurburn, Dr. Sitrie, Mr. Grant and Mr. Lock; had an interview with Sir. J. Hobhouse and the Chairman and Deputy Chairman of the East India Company, at the Board of Control, on the subject of Steam Navigation.

Sir J Hobhouse—Gentlemen, I shall be glad to hear what you have to say on the subject of which we have met here to-day.

Mr. Hutt—The object of the gentlemen is to mature a plan for a regular intercourse with India by Steam by way of the Red Sea, the Isthmus of Suez and the Mediterranean. They ask the co-operation of Government by contracting with them for the conveyance of their mails and despatches, they undertaking that these mails and despatches shall be conveyed with greater rapidity, regularity and economy than it is possible for them to be under the present system. That is the sum and substance of our wishes and intentions. The Gentlemen around me will be able to give any further information that may be required with respect to the plan.

Mr. Crawford.—The object seems at present to be this, to conciliate the favorable opinion of Government, to induce the Government to become Contractors, to feel the disposition of the Government whether they are willing to change their present system and to enter into contracts with responsible persons for the purposes which have been mentioned, & if so, the parties would also seek to have the support of the East India Company, the Government will of course look to the respectability and responsibility of the parties with whom they contract, and when the parties are assured of the favorable disposition of the Government they will have no difficulty in maturing the arrangements among themselves so as to present themselves on another occasion in a condition that would be quite acceptable.

Sir J. Hobhouse.—Are the Gentlemen whom I see here the Representatives of the body of Gentleman who presented a Memorial on the subject.

Mr. Hutt.—Generally speaking they are.

Sir J. Hobhouse.—Am I to understand that the project which it is your object to advance is encouraged by those Gentlemen.

Mr. Crawford.—Yes, clearly.

Capt. Barber.—Sir John Rae Reid authorized me to make use of his name as being favourable to the scheme, he would have been present but is detained at the Bank of England.

Mr. Crawford.—We have been under an impression that the East India Company had lately under their consideration a different scheme for a communication with India by Sea round the Cape, by means of Steam and Sailing Vessels combined. Now a very important point is to ascertain what the views of the East India Company would be under the circumstances as to a plan of this sort being in agitation at the same time, whether they so adhere to their scheme as to be induced to go forward with it, and whether the Government will have determined between the two. The co-operation of the East India Company would be indispensably necessary to a certain extent, it would not do for the parties who propose this plan to fly in the face of the East India Company.

Mr. Hutt.—The parties are aware that it would be impracticable without the co-operation of the East India Company.

Mr. Crawford.—Then we come to the point, having learned that the East India Company having had it in contemplation to carry into effect a plan for a more rapid communication with India, the first thing to be considered is whether this Association being willing to execute the project they contemplate, the East India Company will still be induced to adhere to their own scheme. If they are, then there are two plans before the Government between which it will be for them to determine.

Capt. Barber.—All practical men and the Indian Community you are aware have for four or five years advocated the route which we have taken up.

Mr. Crawford—I am anxious not to lead to a discussion of the relative merits of the plans at all—this is not the time for that, I am under the impression that the East India Company will willingly abandon theirs.

Mr. ———, Here is a third plan which is proposed for accomplishing the object for which more money would be necessary than will be required for this

Sir J. Hobhouse—That plan is in course of experiment.

Mr. Hutt—And will not interfere with this.

Capt. Barber—We know that the Red Sea is navigable all the year except three months at the outside, and if you adopt a different port it will be navigable the whole year. I have a letter from a Gentleman who went from Falmouth to Alexandia. I think he was 24 days reaching Alexandria, only 12 days steaming the whole of the period, the time was lost at Cadiz, Gibraltar and Malta. If they had gone direct from Falmouth to Alexandria they would have reached it in 12 days. Then 6 days would be occupied in getting across the country and 20 days more would probably carry you to Bombay. The more I consider it, the more I am convinced this will be the only practicable route.

Sir J. Hobhouse—I think it will be prejudicial to your whole project to decide at once what route you will take—your first proposal as appears to me, if I understand you correctly, is totally distinct from your final resolution as to the route that you may adopt, therefore, if I may be allowed at all to advise, I would recommend you to confine yourselves to the establishment of such a scheme as might on consideration be acted on, and which experience would shew to be most advisable.

Mr. Crawford—I came here entirely with that view, and for that purpose, without having at all made up my mind as to which would be the best route; but having in view the establishment of a quicker mode of communication with India, without at the present moment being a party to any plan we may all have our opinions as to which is the best, but it appears to me it would be very unwise to put forward any plan, particularly at this time.

Sir J Hobhouse—What makes me more anxious to give you this hint is an impression derived from what passed in the House of Commons last night with reference to what was said by Mr. Young. I must say I rather lamented to find that what Mr. Young said so far from being received coldly was cheered from all sides of the House. When he objected to the communication by way of the Red Sea and the Euphrates, there was a general acclamation and when he considered the old route round the Cape was the best, Mr. Hutt will bear me out in saying that there seemed an approval of that sentiment generally. I don't say whether it is wise or not.

Mr. Hutt—I am afraid that that cheering has produced an effect on your mind; but you will remember that one of the loudest cheerers was a Gentleman near me who has not only expressed his strong approbation of the measure, but is one of the Deputation to you this morning. I think the cheering generally meant that the parties were thankful for the prospect of having such a desirable plan of communication with the East carried into effect.

Mr. Crawford—Mr. Young's plan was, that a large Steam Frigate should be built to go round the Cape that would require a great outlay. These Gentlemen proposed to do it by contract. From the experience which the Government has had, you have found that intercourse with the East is a most expensive thing, but according to the proposed plan, before it is undertaken you know the maximum of price which the country will have to pay for this great accommodation.

Sir John Hobhouse.—Am I to understand that the paper you put into my hand contains a statement of the project.

Mr. Hutt.—That is the project.

Sir J. Hobhouse—Will you state what it is that you and the Gentlemen whom you represent require of His Majesty's Government.

Mr. Hutt.—Perhaps you will allow Major Head to make that statement.

Major Head.—There have been two letters sent to His Majesty's Government to ask that they would transfer the Mediterranean now carried on by Packets to this Company, which the Company will undertake to do for £10,000 a year; they undertake to perform the duties of the Packets to Cadiz, Gibraltar and Malta for £10,000 a year. I do not know whether we are correct, but a very close estimate has been made that the expense to Government at present for the performance of the same duties is £60,000 or £70,000, perhaps £80,000 per annum. Besides that the communication between England and India will be thrown in as a bonus. There is proposal also made that £25,000 a year should be granted by the East India Company for carrying despatches to India, making altogether £65,000 a year as a proportion of the annual expenditure required from Government and the East India Company for carrying this plan into effect.

Sir J. Hobhouse—Is it proposed then that a Company so formed should undertake itself the transmission of all despatches and letters, and every thing which the Company itself does now.

Major Head—Every thing which the Company does now; all official papers.

Mr. Crawford—To take on the charge of all the duties which are at present required by the Government and the East India Company.

Major Head—At present there is a more direct line of communication from England to India taking into consideration the Mediterranean Packets, now take a passage to Corfu and but the additional expense would be very trifling and the Company will be ready to undertake it.

Sir J. Hobhouse---But I wish to know whether or not it is proposed by the Gentlemen that a Company so formed should be in fact the sole Contractors for that one object, and that no other persons should have any concern whatever with it, that the part which the King's Government takes and the part which the East India Company now takes in the transmission of Mails be managed in the way proposed.

Major Head---Any number that the Government may require.

Sir J. Hobhouse—But that would be the practical result.

Major Head—Yes.

Mr. Hutt—I believe the Government is aware of the great expenditure attendant on the conducting these Mails by their own Steam Vessels.

Mr. Crawford—The benefit of contracts has been formed in that respect. If the Government are wedded to a particular course, and we cannot induce them to depart from it, there would be an end of the scheme; but we put it forward on the supposition that Government would be very willing to fall in with the plan, being assured of the respectability and responsibility of the Proprietors.

Amongst other accommodations we think that economy would result very largely to Government by pursuing this plan; but it is in the preliminary arrangements that the parties must be assured they will not meet with impediments in the fair adjustment of the details.

Sir J. Hobhouse—That is a question to which of course you will not expect me to give you an answer at this moment.

Mr. Crawford—The object is rather to enlist your good feeling in favor of the object, and to see if the King's Government and the Company cannot be brought to assist in forwarding the plan.

Lord W. Bentinck—Does not the duty more particularly belong to the Lords of the Admiralty.

Major Head.—In the official arrangements.

Mr. Hutt.—We understood from the Chancellor of the Exchequer that the papers which we sent to him have been transferred to this Office.

Sir J. Hobhouse.—Yes, with a note upon it.

Major Head.—We have offered the East India Company as a means of greater security the opportunity of sending a messenger to accompany the dispatches.

Sir J. Hobhouse.—That which I take the liberty of asking, and as to which a decisive answer is necessary before the Government take into consideration the proposal at all, is whether you will require a monopoly for that object; that is to say, that no other parties, neither the Company nor the Government, nor any other party, should for a number of years be permitted to undertake the same object.

Mr. Hutt.—What we ask is a sum of money. We do not care about the monopoly.

Sir J. Hobhouse.—You wish to form yourselves into a Company, and you are to have the advantage of carrying the Government and the Company's Mails.

Mr. Crawford.—Government will send their Mails or not, as they think fit, they paying so much per annum for an opportunity of doing so. Monopoly is a hard word to use, but practically this would not be a monopoly: it will be a monopoly which arises from the parties doing the work better than any body else.

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...illiam Bentinck.—Monopoly is not the right ...contract.

...ford—There is no intention to look for any... the character of monopoly, but the parties ... certain support by contracts by which it is be... will be a saving to the parties who contributed most ...: namely, the Government and the East India Com... Without that it would not be safe for any person ...go forward with the scheme. They will have the mo... for a certain number of years whatever that may ...

Captain Alsager.—You are to enter into a contract to ... the Mails for Government for so many years.

Mr. Crawford.—That is all: we may dismiss any notion ...being anything of a monopolizing character about ...

Sir J. Hobhouse.—It may be not be, but the objection ...ill be urged you may depend upon it.

Mr. Crawford.—We shall be happy to have an oppor... nity of showing that there is no foundation for it.

Mr. Bagshaw.—Without the aid of Government it is ...possible the thing can be put into execution: the pre... nt Company having got the start, it is impossible any ...ther parties can think of it.

Sir J. Hobhouse.—I am not raising the discussion my... lf.

Mr. Hutt—We do not consider that it is in the nature ... the speculation.

Mr. Crawford.—After this conversation perhaps you ...ill allow two, three, or four gentlemen to wait upon and ...xplain more particularly the objects.

Sir J. Hobhouse.—I shall be exceedingly happy to see ...em.

Mr. Crawford.—Nothing is expressed at this interview ...eyond putting you in possession of the views which the ...arties entertain, and the opportunity of answering any ...uestions which may occur to you.

Sir J. Hobhouse.—What is the sum you think His Ma... jesty's Government ought to contribute.

Major Head—The total annual expense is about ...120,000.

Sir J. Hobhouse.—What proportion of that do you ex... pect from the Government.

Major Head—£40,000 and £25,000 making £65,000.

Mr. Crawford.—It is believed that the sum asked by the Gover...ment is certainly 50 per cent, perhaps more, less than what the King's Government now pay for the same services.

Mr. ———. We apprehend that the Company will be under an engagement to deliver the Mails in a certain time so as to insure the regular delivery as by the Mediterranean Packets now.

Mr. Crawford—Of course they will be ready to enter into every engagement that is consistent with their ability, of course the same regularity cannot be expected as with Mail Coaches.

Major Head—The security will be in the outlay of capital.

Mr. Crawford—I take it that in private hands there can be no question, a Steam Vessel can be made to do as much or more than they do under any public Packet regulation.

Major Head—The voyage to Alexandria is made in about 19 days From Suez to Bombay in less than the distance from Falmouth to Alexandria. We may safely assume 20 days to be the average time occupied in the voyage from Falmouth to Alexandria, from Suez to Bombay leaving 12 days for the journey overland, making 52 days as the average passage.

Mr. Crawford—The great object is to know the disposition and views of the Government.

Sir J. Hobhouse—You do not expect to have that today.

Mr. Crawford—No, by no means, this is only introductory to that.

Mr. Hutt—We wish to lay the project before you and afterwards thro' your instrumentality, before the East India Company.

Sir J. Hobhouse—I don't contemplate that you will have any difficulty with the King's Government. I should deceive you if I said I thought you would have no difficulty with the East India Company. I am not quite sure that they would be likely to give any encouragement.

Mr. Crawford.—They are chiefly Merchants and they cannot object to the proposed plan which will effect a saving of two or three months in the period of getting advices.

Mr. Hutt.—The East India Company is of far greater importance in its political than in its commercial character.

Mr. Crawford.—If we have the advantage of the good opinion of the King's Government, we must then by other means secure the co-operation of the East India Company.

Sir J. Hobhouse.—How far do you think the scheme would interfere with certain expences and proceedings in which the Company is up to this time engaged? You are aware that they have now large Steam Boats and you are aware that there is a project for converting the Bombay Marine into a steam flotilla—which I hope will be carried into effect. Now, if the Company engages in all these projects, how far do you think they will suppose that a Company constructed on the plan proposed would interfere with or supersede any such scheme.

Mr. Crawford.—That may be made matter of negociation. It may be that the East India Company may be inclined to perform all the Asiatic part of it. In my opinion if they are wise, they will not do so. As our object is regularity and celerity of communication we shall be very willing to take our measures in a manner most likely to affect this object. I do not come here as a party having taken a particularly deep interest in this particular mode of viewing it; I am a free Agent, desirous of seeing it done in the best manner; but as far as I know any thing of the subject, this is the best mode that has presented itself—If the East India Company have any objection which we cannot remove, [illegible] if there is any intermediate measure proposed like [illegible]thing else it must be made matter of discussion a[illegible] hope successful negociation.

Lord William Bentinck.—Have the East India Company any objection to the plan?

Mr. Crawford.—That is the idea which we have gathered; a strong reluctance on the part of the Company.

Sir J. Hobhouse.—I ought to state in justice to the Company that in a variety of communications they have represented to me that they do not think themselves called upon to take any decisive measures until the King's Government shall have declared that it is proper to advance half the expence in consequence of a resolution of a committee of the House of Commons in 1834. You are aware that it was the opinion of that Committee that one half of the expense of the Steam Navigation to India by whatever route, ought to be borne by the public and the other half by the East India Company—In consequence of no steps [illegible]ng taken by the King's Government with reference to this resolution of the Committee, the East India Company do not think themselves called upon to make any outlay; they have told me that uniformly—I have pressed them again on the subject this week, but as yet have had no answer on the subject—I think, in point of form, they are justified in what they are doing; but I hope that when they have considered the matter, the Court of Directors will not think themselves bound by that Resolution, which indeed was not a resolution of the House of Commons but only of a Committee of the House.

Mr. Crawford.—Was not the resolution with reference to half the general expence of creating a Steam Communication between England and India? Now if the King's Government pays a large annual contribution towards this [illegible]ect in the way now proposed, the East India Company may surely contribute the same, particularly if the sum is much less than that which in average years they have been accustomed to pay.

Sir J. Hobhouse.—I only mentioned that, in order to account for what otherwise appears to be a backwardness on the part of the East India Company—They have gone on these words which I have copied for the purpose of reading to you. "By whatever line the communication be established, the net charge be equally divided between his Majesty's Government and the East India Company, including in that charge the expense of the land conveyance from the Euphrates on the one hand and the Red Sea on the other to the Mediterranean." Those are the words of the resolution—Now it is fair for the King's Government to say that when Mr. Grant the present Lord Glenelg read that resolution to the Court of Directors he took care to state that he for one was not prepared to carry that into effect.

Mr. Hutt.—This proposition is of more advantage to the East India Company than to the King's Government; neither party is required to advance so large a proportion as one half.

Major Head.—It is said in the Evidence that they calculated the net charge to be one hundred thousand pounds for a communication every two months, and more in proportion, it would be two hundred thousand a year for a monthly communication. This is an offer that will cost only one hundred and twenty thousand pounds a year for a monthly.

[The Chairman and Deputy Chairman of the East India Company were here introduced.]

Sir J. Hobhouse.—Then I understand your plan is, that a certain sum of money shall be contributed by the King's Government which you say is £40,000 and that another sum which I understand is £25 000 is to be contributed by the Court of Directors of the East India Company, and that you are willing on the part of a certain Association of Merchants and Gentlemen to contribute the remainder, and that all you require is, that you shall have the power of contracting for the conveyance of the East India Company's Mails and the Government Mails—in short whatever goes by any route whatever.

Major Head.—Private Letters would be another consideration. By the act of Parliament all private ships take Letters at what they call a Sea Postage—4 pence a letter, the same indulgence would be expected to be afforded to this Company.

Mr. Crawford.—The consideration paid by the King's Government would not extend to private letters.

Major Head—It would be a monthly communication throughout the year.

Sir J. Hobhouse.—I understand Mr. Crawford to say that supposing the Court of Directors should choose to keep in their own hands the entire management of the communication on the other side of the Isthmus, that you will perform that part of the transmission which concerns the distance from England to Suez.

Mr. Crawford.—That was merely a supposition of mine, but inasmuch as the object is to obtain a certain and rapid communication, we must negociate on the best terms that we can. If there are circumstances in the local situation of the East India Company's concerns that would make it peculiarly burdensome to them to make this engagement with what they have already in hand, that will be matter for consideration.

Sir J. Hobhouse.—It is not impossible that the East India Company may object to having a Company sailing on its own Seas.

The Chairman E. I. C.—Will the Company bind themselves to fulfil the engagement so that there shall be no chance of their abandoning it.

Mr. Crawford.—As I understand the parties will contract to do it for a certain number of years upon certain terms;—that is the position in which they desire to put themselves, and they cannot go forward to make the arrangements till they see a fair probability of support from the King's Government and the East India Company. The longer the period the better. I should say, at all events, for a reasonable period say 7 years.

Major Head.—After 7 years the accounts may be shewn to Government, and then they can make the necessary arrangements for the future.

The Chairman E. I. C.—What are the terms?

Captain Alsager.—To convey the King's Mails to every part of the Mediterranean for £40,000 that includes the whole of the Postage to the Mediterranean, and a second sum of £25,000 for the communication with India.

The Deputy Chairman E. I. C.—And to charge on private letters.

Major Head.—At present there is no Post office in India, and the object is to create a Post office.

The Deputy Chairman.—How do you mean there is no Post office?

Major Head.—There is no regular Post office with India in this country.

The Deputy Chairman.—If you propose to have monthly, a communication from Bombay to Suez, in what time do you propose to accomplish that?

Major Head.—The average would be about 50 days from Bombay to England Captain Wilson says that he finds the variation between Bombay and Suez to be about 3 days for 8 months in the year, the other 4 months of the year during which the monsoons prevail, the variation is of course greater; but the general opinion is, that there will be no difficulty in overcoming that.

The Deputy Chairman.—What is the proposed regulation of the postage in India?

Major Head.—The Letters would be landed at Bombay.

The Deputy Chairman.—From India to England.

Major Head—There have been no details entered into—a Postage such as the Public would give.

Mr. Crawford—Hitherto the subject has been very generally spoken of, the parties have never been in the situation to shew a reasonable prospect of the plan being carried into effect. It is thought that the time has now arrived that if this scheme can have the support of the King's Government and the East India Company to the extent to which we are willing to anticipate it is their interest to bestow on it, then the parties will put themselves in a situation with regard to respectability and responsibility to satisfy all parties that they are capable of performing the engagements they may enter into. It would be premature to discuss the details at this moment.

Captain Barber—Were this Company to charge an extravagant rate for private letters their object would be entirely frustrated, nobody would send by them.

Major Head—The rate must be a matter of arrangement between the King's Government and the proposed Company.

The Chairman E. I. C.—If you propose that the Company shall contribute £25,000, are the Company to pay beyond that for the packets?

Major Head—It is in full of all expences. All public despatches from their being put on board in London to their delivering at Bombay.

Mr. Crawford—With a further benefit of a Messenger being allowed to accompany them.

Sir J. Hobhouse—The object of your coming here today is, that you would not like to engage in any preliminary steps further than the communication you have with one another, unless you saw a prospect or something like a chance of encouragement from the Government and the East India Company.

Mr. Crawford—It is for the purpose of introducing that, that we are come here to-day.

Sir J. Hobhouse—I think I understand their object.

Major Hobhouse—It is their wish to do every thing the most liberal way. The object is a public one, as much for political as commercial purposes. There are Companies forming—one to the Eastern Coast of Africa which depend on the formation of this Company. Some Gentlemen are present who are connected with that Company.

Sir J. Hobhouse—I think it would be best to confine yourselves to this question.

Major Head—We have nothing to do with it.

Mr. Crawford—I think the conversation has been carried as far to day as is likely to be at all useful. We are aware that a great deal of consideration must be given to the subject. We only wish to press on the authorities to whom we address ourselves that we place ourselves in a situation of responsibility to fulfil any engagements we have to enter into. It is for the interest of all parties separately and the general interest of the country.

Sir J. Hobhouse—As far as my own wishes go, I shall be most happy to forward your views. As far as I am personally concerned, no exertions shall be wanting, and I think I may assure you that it will be taken into consideration.

[*The Deputation then retired.*]—*Madras Herald, December* 28.

BANK OF INDIA.

We have seen an intelligent letter written by a merchant of Glasgow, in which a view is taken of the consequences that may attend the working of the company recently brought forward for the establishment of a bank in India. The pretensions of this company he states to be very high indeed—that they ask for charters of limited liability from the Crown and the East India Company—a close and intimate connexion with the East India Company—the abolition of the Government treasuries and financial agencies at Calcutta, Madras, Bombay, and Canton—and the substitution of the bank for the receipt and diffusion of the Indian revenues and the transactions of all Government financial business. These propositions have not absolutely been discouraged at home, but a reference to India has been deemed necessary before going into operation for the concurrence of the local Government and the proprietary of the bank of Bengal, in which state the matter now rests. The chief objections of the writer to this institution appears to be, that it will be in effect the creation of another monopoly in India at the time when that of the Company is just removed, and the whole business of the country, whether financial or commercial, is thrown open to public competition. He strongly objects also to this feature of it, that the proprietary is intended to be two-thirds British, and that it is to be under the control of a board of directors residing in London, whose measures, when determined upon, must be months before they are brought into action in the country to which they apply, and whose errors it will take nearly twelve months to rectify. He contends also, that the direction being vested in merchants and traders of London, would give them advantages over those resident at the outports, which have just been admitted to all the privileges of the Indian trade. One single claim which they advance of liquidating the whole disbursements of the India Company at a fixed rate of exchange will, he says, give them the remitting profit on 3000,000*l.* annually, and they will possess in consequence of such an arrangement an entire control over the merchandise exports of India, with the power, by elevating the exchanges, of influencing its value or its destination either to London or the outports. That such a bank could be of any utility to the trade of India is denied; the practice of the Company in regard to its financial business is admitted to have had its inconveniences, but the merchants would dread infinitely more being subjected to the control of the India bank board sitting in London. To these and other consequences of the measure, he strongly urges that the attention of the Board of Control and the East India Company should be drawn, that no precipitate steps may be taken which will deprive the merchants of the freedom of commerce intended to be secured to hem by the India Bill.

This project for the establishment of an Indian bank has been brought forward more than once in this market. In the first instance it was withdrawn, being found, after discussion at a meeting held for that purpose, in a state of too imperfect preparation: but it has subsequently been taken up by the first London houses trading with India and stands, as to the names of the parties concerned, on a very respectable footing. It has, indeed, been surmised that even those immediately concerned have no very high expectation of bringing the matter ultimately to bear, because they are aware of the jealousy which would be roused, both here and in India, by the possession of so enormous a power, but that they take their chance of its going into operation in their hands rather than suffer it to fall under managament of a very different kind, which they fear, would be the case while the present mania for joint-stock companies exists. Perhaps it may be a fortunate circumstance for all parties that the precaution of a reference to India has been taken, as, before the answer is received, good cause may be shown why the bank should not go into operation at all.

The merchants who have entered into communication with Government and the East India Company on the subject of the intercourse with India by steam are understood to be very well satisfied with the result of the interview at the Treasury on Wednesday. The propositions in this case are subscribed by the first names in the city, as will appear when the list is published. So small an expense is involved, and the undertaking, with such support is so sure of success, that it will be a positive reproach to the Government if it is not properly encouraged on this occasion. The difficulty appears to be the conflict with the route by the Euphrates, which has received a sort of Parliamentary sanction; but it was shown at the meeting at the Treasury that the arrangements could be brought to act alike on both; and, in fact, leaving the abstract merit of the two routes out of the case, that by the Red Sea should be preferred, because it is ready for action, while the route by the Euphrates is in preparation only, and must take twelve months longer to ascertain its practicability.—*Times, August* 8.

CHINESE TARTARY.

In a memoir on Chinese Tartary and Khoten, by Mr. Wathen, Persian Secretary to the Bombay Government, compiled from information obtained from intelligent natives of that country, are the following statements respecting the opinion entertained by the people of the Chinese Government, and the means by which Europeans can gain access thither:

The Chinese government is represented to be very unpopular, at the present time, throughout these countries. There seems to be nothing in its system calculated to conciliate, or productive of advantages tending to reconcile the people to subjection to foreigners. The feeling of dislike, with which the Chinese are regarded has been latterly much increased, in consequence of their carrying on vast works of fortification, and building walled towns, by the forced labour of the natives. The Musalman princes, chief, &c. are said to occupy, by the natives who had passed through India, nearly the same political position under the Chinese residents, or Umbauns, and stand in the same relation to them, as they supposed the Nawabs, Rájas, &c. of this country do to the residents of the English government, the Chinese interfering little in the direct management of the people, and leaving to the native princes the administration of the government and laws. The revenue, however, is realized entirely by the Chinese, the princes, &c. having large landed assignments.

It is known at *Yárkand*, that India is governed by a nation of Europe (Feringís); and, it is said, that the Chinese entertain a high notion of the power of the English, which they view with feelings of apprehension, connected with an [illegible] that is prevalent in the country, of its being destined to fall into their hands.

It is said, that provided a person would dress as a native, allow his beard to grow, and accompany pilgrims on their return from Mecca, there would not be much difficulty in penetrating into Chinese Tartary; but that the easiest way would be by way of *Kokan* and *Kashgar*, as large káfilás of merchants pass that way. The person must, however, be able to speak Turki, as very few of the natives of the country understand Persian; whereas, in the *Kokan* country, in Independent Tartary, the population of whole towns speak nothing else. It would not be difficult for the individual to go even to *Pekin*, in China. All that is requisite is to get a pass from the governor, by paying a few tenkehs to the Chinese officers, giving out that his object is trade. My informants stated, that some years ago, a European made his appearance at *Yárkand*, in a native dress. He was discovered accidentally and brought before the governor, who threatened him with torture if he did not confess who he was; but assured him that he would be well treated, if he spoke the truth. He admitted that he was a European, and was sent out of the country."—*Asiatic Journal, for Augt.*

SIR G. WEBSTER.

A paragraph was inserted in the *Chronicle* of the 20th inst., under the head of "Deaths." running thus:—"On the 17th inst., Sir Godfrey Webster, bart." The brevity of this announcement, added to the circumstances which we shall anon refer to, induced us for the moment to doubt the authenticity of it; however, upon inquiry we are led to believe that Sir Godfrey is really dead, and that his death took place on the day stated, at Tonbridge Wells.

There are circumstances attending the history of this gentleman, that, in getting over all doubts as to his being really removed "to another and a better world," call for some observation from us in connection with his unconquerable passion for play, and the ruin which its pursuit entailed upon him. But the suddenness of his death, the brevity of its announcement, and the secresy observed in reference to it, raise up a strong presumption that there exists some mystery in connexion with the event demanding explanation. If there is, it ought to be explained.

A few days before Sir Godfrey is stated to have died, he dined with an old friend, and appeared in unusual health and spirits. In the course of the evening Berkeley Craven's death became a subject of discussion—that individual being well known when alive to the parties present. The indefensibility of suicide was strongly animadverted upon by a nobleman at table, and as strenuously defended by Sir Godfrey, who contended that it was no crime for a man to put an end to his own life when it became a burthen to him. The conversation upon this subject ceased by a declaration on the part of Sir Godfrey, thought to be made in jest, that he was tried of life, and had serious thoughts of following the example of poor Craven. This, we repeat, from the tone in which it was said, was considered by all present in the light of a joke—but a very different construction was put upon it when the report burst upon them that Sir Godfrey Webster was dead. To heighten the dismay of the party, Sir Godfrey, on leaving the house, expressed himself so much gratified at the renewal of an old friendship, that he invited himself to dine at the same place and with the same friends on the Monday following (the 18th inst.). The party assembled, give him a long grace, and wondered why he did not make his appearance; ere the close of the feast, however, the painful tidings were communicated that he who in that very room but a few days before, was in the full enjoyment of health and spirits, and ever and anon set the table in a roar with his wit, was dead! It was not believed, and though not impossible, it was deemed highly improbable. "It is a *ruse* to deceive the bailiffs," by whom he was being hunted in every direction, was an opinion advanced by one of the party, and generally believed until the force of his remarks at the previous dinner on the death of Berkeley Craven recurred to mind, and then the conclusion arrived at was, that, if dead, he had destroyed himself! This opinion received additional strength from the fact of his father, one of the best men, perhaps, that ever lived, having in a moment of despondency committed suicide.

It is well known that Sir Godfrey Webster was an embarrassed man—nor was the cause of his embarrassments any secret. He was early initiated in the vice of play, which to a certain extent morally and pecuniarily ruined him. He came into life with the fairest prospects and a splendid fortune, the result of a long minority. Noble and generous in disposition he was soon marked down as a prey for the leading *greeks* of the day. The late kingly profligate (then Prince Regent), the Duke of York, the Marquis of Hertford, and others of the Royal hell, were the first to victimise him. He lost thousands upon thousands at the Pavilion pest-house at Brighton, and at the Carlton stew in Pall-mall. One improvidence leading to another, from inattention to his parliamentary duties, he lost his seat for Sussex—became embarrassed—gave himself up to dissipation—did by others as he had been done by—and dying, no matter how, was—

"Cut off even in the blossom of his sin;
No reckoning made, but sent to his account
With all his imperfections on his head."

Sir Godfrey Webster was a man of very considerable attainments, and of talents sufficient, had they been properly directed, to have raised him to eminence and distinction. Play was his ruin, and his indulgence in that fatal vice led him into every excess, and to commit acts at which his mind in moments of quietude and reflection sternly rebelled. He was in his forty-seventh year; his mother is Lady Holland, whose domestic infidelity is said to have led to the melancholy suicide of the father of the late baronet.

Since the above was written, we perceive by a paragraph in the papers, that "the remains of Sir Godfrey Vassall Webster were deposited last week at Battle Church, adjoining Battle Abbey, the seat of the lamented baronet *with the utmost privacy.*" Why should this "privacy" be observed.—*Satirist, July* 31.

COMMERCE OF THE BLACK SEA.

Report on the Commerce of the Ports of New Russia, Moldavia, and Wallachia. By J. de Hagemeister; translated by T. F. Triebner. London: Wilson.

The increasing trade between England and the countries round the Black Sea has engaged less of the public attention than its importance merits; we have, therefore, received with pleasure Mr. Hagemeister's valuable report; but before minutely investigating it, we deem it necessary to give a preliminary sketch of the history of Euxine commerce, which has been subjected to greater variations than that of any other portion of the globe.

The Phœnicians, at a very early period, opened communications with the countries between the Black Sea and the Caspian, both by ships and caravans: no Greek writer has noticed this branch of their commerce, but we find it described by the prophet Ezekiel, in his denunciation against Tyre. "Tubal and Meshech, they were thy merchants; they traded the persons of men and vessels of brass in thy market. They of the house of Togarmah traded in thy fairs with horses, and horsemen, and mules." Bochart and Michaelis have shown that Tubal and Meshech are the Caucasian districts, and Togarmah [illegible] kingdom of Armenia. These countries [illegible] the earliest ages, the seat of an extensive [illegible] has not quite disappeared in modern [illegible] rally known that the harems of the Pers[illegible] nobles are peopled with the purchased [illegible] gia and Circassia. In this detestable [illegible] cians were very extensively engaged, [illegible]

* Journ. Asiat. Soc. of Bengal, Dec. 1[illegible]

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kidnapping, when slaves were difficult to be purchased; the earlier Greek legends abound with traditional tales of noble children carried away by Phœnician pirates, and the Jewish prophets bitterly reproach the Tyrians for dealing in boys and girls, even in those of their neighbours and allies the Jews; thus Joel—"The children also of Judah and the children of Jerusalem have ye sold unto the sons of the Grecians, that ye might remove them far from their border." The copper-mines of these districts were probably another great attraction to the Phœnicians; the prophet ranks vessels of brass immediately after the slaves; and many of our readers will remember that Xenophon, in his account of his march through the territories of the Carduchians, expresses surprise at the quantities of metallic utensils they possessed. Modern travellers inform us, that copper is as plentiful in these countries at the present day as in ancient times; it is the staple of their caravan trade along the Tigris and Euphrates, and no profession is so common as that of a coppersmith.

The Phœnicians resigned the commerce of the Euxine to the Carian and Hellenic races, probably because they deemed it of little worth compared to their lucrative trade with the western Mediterranean. The Greeks studded both sides of the sea with their colonies,; and many of these still exist as emporiums, testifying the wisdom which led to their being chosen as commercial marts. We have only incidental notices of the commercial and colonial policy adopted by the Greeks, but there are some of these, relating to the trade of the Black Sea, that merit notice. The Tauric Chersonesus (Crim Tartary) was celebrated for its abundant production of corn; it was said that the earth, barely grazed by the plough-share, yielded to the husbandman a return of thirty for one. To secure this trade, the colony of Panticapæum (Kertch) was founded, which soon became the capital of a small kingdom. In the flourishing days of Athens, so great was the commerce with this monarchy, that king Leucon opened a new port on the Cimmerian Bosphorus, at Theodosia (Kaffa), which still is a place of importance. Leucon had the wisdom to encourage the Athenian trade, by taking off all duties on imports and exports, in gratitude for which the republic enrolled this prince and his children in the number of her citizens. That the privileges mutually conceded by the Tauric king and Athenian state might be known to all persons engaged in commercial pursuits, they were engraved on three columns; the first of which was placed in the Peiræus, the second on the Thracian Bosphorus, and the third at the Cimmerian Bosphorus,—that is to say, at the beginning, in the middle, and at the termination of the course pursued by trading vessels. This single instance will be sufficient to give some notion of the importance the Athenians attributed to the Tauric trade, which we know, from other sources, was far from being the most valuable branch of Euxine commerce.

The value of the northern Grecian colonies was much diminished by the conquests of Alexander; he opened richer countries to the enterprise of his subjects, and the Greeks obtained corn from the Syrian and Egyptian ports as cheap as they could procure it from the coasts of the Euxine. This is not the only instance of the migration of trade from the Black Sea to the Levant; we shall find the same change occurring when the Genoese began to lose their commercial prosperity.

Little is known of the state of the Euxine cities under the Roman empire; Ovid, whose place of exile was Tomi, the capital of Pontic Scythia, describes, in his Tristia and Epistles from Pontus, the inhabitants of these regions, as a savage race, yielding only nominal obedience to the emperor, and eagerly seeking opportunities for piracy and plunder. He complains that he is forced to dwell with a people whose language he cannot understand, for though he confesses that remnants of the Greek colonies could be found in his time, he asserts that the Getæ, whom he confounds with the Scythians, are the dominant people, whose language and manners had been adopted by the Grecian settlers.

The great movement of the Barbarian hordes westwards destroyed every trace of commerce or civilization on both sides of the Euxine; Egypt and Syria became the sole emporiums for eastern commodities, but the trade of the latter was subjected to frequent interruptions, on account of the wars between the Byzantine emperors and the Sassanian monarchs of Persia. The Black Sea was again raised into importance by the rapid conquests of the Saracens; the Kaliphs excluded the Greeks from the port of Alexandria, nor did any of the commodities imported into the Persian Gulf find their way to the trading ports of the Mediterranean. Under these circumstances, the citizens of Constantinople opened new commercial routes; but the difficulties they had to encounter afford striking evidence of the importance attributed even in that age to the trade with India and China.

The commodities of India were purchased by the European merchants on the west bank of the Indus, where we find a lucrative commerce rapidly springing up in the present day. As the marts of Afghanistàn have in all ages exercised considerable influence over the commerce of the Black Sea, we extract the following passage from a valuable report on the trade of Cabùl, just published by the the government at Calcutta, and reprinted in the *Asiatic Journal* for May:—

"The anarchy reigning in Afghanistan for a long period, and the ambiguous political relations of the several petty governments at the present time established in it, have not been favourable to the prosecution of its commerce; yet it would appear that during the last few years the trade of Kabul has considerably increased, the custom-house of Kabul, under the Suddozie princes being farmed for only twenty-five thousand rupees per annum, and that of Ghazni for only seven thousand rupees per annum, whereas the last year (1834) the former was farmed for one lac and forty thousand rupees, and the latter for eighty thousand rupees,—while the duties levied are at the same rate: or two and a half per cent. advalorem. With respect to the value of the trade of Kabul, it may be observed, that there are six points within its territories where duties on merchandize are levied:—viz. Kabul, Ghazni, Bamian, Charreekar, Logher, and Jalalabad. The transit duties at these places in 1834 were farmed as follows:—

Kabul, at 12 Rs. per £ sterling	.....	£466,666
Ghazni	———	266,666
Bamian	———	166,666
Charreekar	———	33.333
Loghar	———	20,000
Jalalabad	———	40,000
Value Merchandize	.....	£993,331

The greater part of this trade is now carried on by the Russians, through Bokhara and Astrabad; consequently it follows nearly the same route as in the days of the Byzantines and Genoese. From this report we extract also an account of the principal exports from Russia to Bokhara, specifying such as are re-exported to Kabúl:—

"Broad cloth re-exported to Kabúl in large quantities—Fine linens and calicoes—Silk goods re-exported to Kabúl in large quantities—Velvets, ditto, ditto, ditto—Chintzes, rarely to Kabúl—Sewing thread and Silk—Gold and silver lace re-exported to Kabúl—Gold and silver thread re-exported to Kabúl—Needles, re-exported to Kabúl—Steel and copper wire re-exported to Kabúl—Leather of Bulgar re-exported to Kabúl—Paper re-exported to Kabúl—China-ware rarely to Kabúl Glassware—Cutlery—Loaf sugar, very rarely—Iron in bars—Steel in bars—Tin in plates—Copper in plates, re-exported to Kabúl—Brass re-exported to Kabúl—Quicksilver re-exported to Kabúl—Cochineal re-exported to Kabúul—Tea re-exported to Kabúl—Honey—Wax, white and yellow."

In glancing over this imperfect return, two circumstances force themselves upon our attention; first, that many of the articles most largely imported from Russia, are those which the Byzantines, and their successors, the Genoese, could supply to central Asia with the greatest facility; and secondly, that many of these articles could be better supplied by the British than by the Russians.

It would require a volume to examine, with the attention it merits, the state of the Genoese commerce with the Black Sea, after their share in the subversion of the Latin empire of Constantinople had been rewarded by the cession of Pera and the Tauric Chersonese. The great profit they derived from it, is proved by the jealousy with which they prevented the interference of foreigners, and even of the Greeks themselves. Nicephorus Gregoras, an eye-witness of their conduct, says, "They now (about the year 1340) believed that they had acquired the dominion of the sea, and claimed an exclusive right to the trade of Euxine, prohibiting the Greeks from sailing to the Mæotis (Sea of Azov), the Chersonesus (Crimea,) or any part of the coast beyond the mouth of the Danube, without a licence from them. This exclusion they likewise extended to the Venetians; and their arrogance proceeded so far, as to form a scheme of imposing a toll upon every vessel passing through the Bosphorus." It seems that the Russians are disposed to follow the example of the Genoese; at least, Baron de Sacy's valuable dessertation on the commerce of Genoa was as we have been credibly informed, re-printed at St. Petersburgh, and very extensively circulated through the Russian empire.

We have now to examine whether British merchants can more profitably open a trade with Bokhara and Kabúl by some port on the Black Sea, or by our settlements in western India. It must be remembered that our Indian marts are very remote from Kabúl, and the intervening obstacles very formidable. Bombay can only be reached by a Kabúl merchant through two routes; the sea line of communication through Karáchí Bunder, and the land route through Hyderabad. Little need be said of the former; voyages in this part of the Indian seas are justly dreaded even by the most daring navigators. We shall take the account of the land route from the Calcutta report:—

"The routes between Kabúl and India are, with the exception of the dreary and desolate one of the Gomul, impracticable to any kafla of whatever strength; and this can only be travelled by the Lohanis, who are soldiers as well as merchants. But these being also a pastoral community, for the convenience of their flocks, make but one visit to India during the year, and the route is closed, except at the periods of their passage and return. The Lahaní, born and nurtured in the wilderness, and inured from infancy to hardship and danger, will encounter from custom the difficulties of the Gomul route; but the merchant of Kabúl shrinks from them, and the route is likely ever to be monopolized by the Lohanis, and never to become a general one for the merchants of Kabúl.

On the contrary, the communications between Kabúl and Bokhara are, except at one or two points, tolerably secure, while the rulers of the intermediate regions are content to levy very light duties on merchandize,—the governments of Bokhara in this respect being singularly liberal. In fact, British cottons, imported *viâ* Russia and Bokhara, are sold, not only in Kabúl, but almost at our own frontiers on the Sutlej. Whether steam-navigation can be successfully applied to the Indus is a questionable point; but there is no doubt whatever that the commerce of the river will meet every possible impediment, not only from the Emirs of Sinde, but even from Runjèt Singh. There is, indeed, little chance of union between the courts of Hyderabad and Lahore, but the expense of forcing a trade, in spite even of their separate hostility, would more than absorb all the profits of the most lucrative commerce that could be expected in these regions.

The example of the Russians fully proves that an advantageous trade may be opened with central Asia by the Caspian Sea. The harbour on the Euxine that would probably be found easiest available to British merchants is Trebizond; thence goods might be conveyed to the Kúr or the Aras, and floated down either of these rivers into the Caspian. But for the security of our merchants, this route would require Russia to be kept from occupying Azerbijân, and an English consulate to be established at Tabúz. Trebizond is within six caravan-days' journey of Erzerúm, the great mart of all the Caucasian countries, and already has engaged the attention of our enterprising merchants.

We think Trebizond a more favourable station for the Persian trade than any of the ports in the Levant; the caravans from Azerbijân would not be so much exposed to the Kúrds as they are on the road to Smyrna; and though Russia would certainly view British establishments on the eastern Euxine with great jealousy, she would scarcely hazard any act of open hostility in the present state of her Caucasian provinces.

From Colonel Rottier's Itinerary, published at Brussels in 1829, we have obtained some useful information respecting Amasia, and other marts in this part of Asiatic Turkey. Amasia, celebrated in ancient times as the birth place of Mithridates the Great, and the geographer Strabo, retains much of the natural beauty for which it has been celebrated by the latter. It possesses a great abundance of mulberry trees, and, consequently, produces a large quantity of raw silk; its wines are cheap and good, but will not bear exportation; opium is plentiful, and is sold at from 4 to 5 shillings per lb.; the price of silk seems to vary with the season, but it is cheaper than in Syria, for large quantities are transported by caravans to Aleppo.

Tokat is a manufacturing town; it sends 500 bales of silk and cotton goods annually to the Crimea, Smyrna, and Constantinople, and it is the centre of the copper trade, which, as we have already observed, flourished in these countries so early as the age of the Phœnicians.

Castambol appears to be a place of some trade; unwrought copper sold there in 1828 at about 10*d.* per pound; large quantities of peltry were exposed for sale in its markets; there was a large consumption of coffee in the city, the imports from Smyrna alone being 15,000 batmans (about 225,000lb.); beautiful stuffs are manufactured there from the hair of the Angora goat. Its port is Inebóli, an unsafe harbour; but the use of the more favourable station, Sinope, is prevented by bad roads.

The last place we shall notice is Bafra where most of the celebrated Turkish tobacco is grown. Its price is from 2*d.* to 3*d.* per lb.; it is usually made up in bales weighing from 150 to 200 lb., and exported to every part of the Turkish empire.

We have, in the present article, confined our attention to the southern and eastern parts of the Black Sea, though the work before us treats only of those in the northern and western; we have done so, because the dangers to be dreaded from the occupation of the Hellespont by Russia, do not appear so clearly from the returns of the commerce which that empire has already gained, as from a prospect of the trade which, after such an occupation, England will certainly lose. The regeneration of Turkey and Persia should engage not only the attention of the philanthropist and the politician, but also that of the merchant, to whom the establishment of security in the countries between the Euxine and the Caspian, would re-open the routes of trade which were found most profitable by the commercial states of antiquity and the middle ages.—*Athenæum, July* 23.

SCANDAL.

If Sallust be right, and man is bound to prove his superiority to other animals by his actions, it is on the actions of his tongue that he must principally rely for success. In all the other things, the brute beasts share his attributes in such equal degree, that competition is but so much lost labour. In the trade of war, for instance, upon which the historian would probably found a claim of preeminence, your bull-dog is more than a match for the most ferocious human "glutton": and, in the matter of the other two employments, on which men are apt to plume themselves, (eating and love,) blackey was perhaps right, when he declared, that "pig he only gentleman." Nay, reader, if you happen to be a ultilitarian, and hold a man to be worth exactly as much as he can produce, you will find, on comparison, that the arrantest biped spinning-Jenny in Manchester is inferior in diligence to a bee, or an ant—not to mention that bees and ants have no discounts to make for bankruptcies or commercial crises. Again, should a "human" be inclined to seek distinction through the various arts of appropriation, he is still encountered by the rivalry of the so-called inferior animals. The magpie exhibits the thievish propensity in as complete developement as a Bill Soames or a Fauntleroy; and a shark has ever been taken as a very pretty type of an honest attorney. The monkeys, too, have been held up in the *Westminster Review* as perfect models of political jobbers and dabblers in the public purse; and there is a certain species of eagle, which intercepts the other fish-eating birds on their return from the sea, and deprives them of their prey after the most approved example of "Diana's foresters." Something, perhaps, might be advanced in behalf of humanity on the score of gambling, as being peculiar to mankind; at least, I am not, at the moment, prepared to mention any other animal that exactly imitates the practitioners in St. James's parish; but, the brutes have so many more straightforward ways of coming at the same ends, that, if they do not shuffle the cards, or cog the dice, it is as likely to be from disdain as from inability. But, be that as it may, gambling being only a species of robbery, its pursuit cannot be made the basis of a generic distinction. All things considered, then, language alone can be assumed as an exclusive characteristic of man; and "lying, slandering, and evil-speaking" are the virtues by which he is most likely to outshine the quadrupeds (*cæteris animalibus præstare*) with any eminence and *éclat*.

Considering how prone the human animal is to turn all things to the account of vanity, we cannot but wonder that so much abuse should have been lavished on these little figures of speech, which are exclusively human. Thus, however, it is; and all moralists have agreed to discredit these accomplishments. The author of the Fable of the Bees is almost the only writer who has advanced a word in their favour. "Where people," he says, "call names" (and scurrility, be it observed, is a species of slander.) "without doing further injury, it is a sign not only that they have wholesome laws amongst them against open force and violence, but likewise that they obey and stand in awe of them;—and a man begins to be a tolerable subject, and is nigh half-civilized, that in his passion will take up, and content himself with this paltry equivalent, which never was done without great self-denial at first." From breaking of heads to calling names there is, it must be confessed, a manifest stretch of civilization; and it is a pity that so clever and original a thinker as Mandeville should have erred in one collateral particular of this *piquant* remark. It was a limited and narrow view of the subject, which led him to suppose scurrility a proof of self-denial, and a *pis aller* to prevent fighting; for, not to go further, the heroes of Homer, who loved fighting almost as much as beef-steaks, were equally famous for calling names. Besides, had Mandeville lived in our days, he could not have fallen into the still grosser error of mistaking self-denial for a sign of civilization. The fashionable portion of the present high-bred generation have laid it down among the first elements of their philosophy, never to deny themselves anything. So far, however, from scurrility being self-denial, one of its greatest merits is, that it is a sensible gratification and easement to the practitioner. Calling names is also a refinement in malice: for the hardest kick that ever was inflicted, however painful at the moment, may soon be forgotten; but a nick-name, properly applied, sticks like pitch, and for ever. Twenty times a day the inventor has the gratification of hearing the *sobriquet* ejaculated against his victim: all mankind are enlisted in he service of his malice, and neither Pope nor Potentate was ever better obeyed by their soldiers, than he is by his volunteer recruits. A blow, moreover, only proves the intensity of anger; but a nick-name is evidence also of wit, and thus it kills two birds with one stone, insomuch that the perpetrator of the jest is often disarmed by his triumph, and bursts into a laugh at his own sense of superiority.

Scurrility, doubtless, yields a pleasure, which none but the scurrilous know. This is proved by the pertinacity with which a wordy fight once engaged in, is maintained, and the reluctance with which it is brought to a conclusion; the worsted party returning again and again to the charge after reiterated failures. And here, let me rectify the common error of those who think scurrility a low and vulgar practice, confined to the *ladies* of Billingsgate, and and other gooddess of the lower house. I have heard many bitter scolding matches in all grades of life; but, for cool and unsparing spite, commend me to the high-bred. When their weapons are polished, and their fence adroit, the wounds they inflict are the deeper, and of the more difficult surgery. Education, to say the truth, seems but to add copiousness and rich raciness to the elocution. You will hear a common vulgar creature reiterating the same epithet for a quarter of an hour, and almost choking from the sterility of her imagination, as her voice rises in intensity and acuteness, for want of a better vent for her rage. But a high-bred woman will so season her malice with a luxury of sarcasm and vituperation, that every word shall be a fresh injury, and she will have no need of raising her voice above the ordinary concert pitch of genteel conversation. After all, however, mere scurrility is much inferior to the other branches of the lingual art. The ordinary snarling and barking of two curs, when they dare not bite, comes so near to it, that an advocate for man's superiority would take but little, by making this a point of comparison. It is not the evil which you speak to a man's face, but that you utter behind his back, which best proves the inherent difference from the dumb creation.

Slander is a gift exclusively human; no other animal but man was ever known to give his neighbour a bad name; for, though a parrot can mimic the mechanical part of the process, and, perhaps, takes a mischievous delight in the anger it provokes, yet it has neither the faculty of inventing new terms of abuse, nor does it understand or appreciate those which it has adopted at second-hand. So little of mere animality is there in slander, that it is practised only in its fullest perfection amongst the most refined and civilized of the human species. A common-place person slanders only his enemies, and that, too, on the strong provocation of rivalry, or some other powerful and pressing interest: but to fashionable *idlers* slander is daily bread; and there are never two or three of them gathered together but it is the staple of their ordinary discourse. If it were requisite to give an accurate definition of what constitutes polite conversation, one might describe it as turning wholly on persons, and never venturing upon the discussion of things. Go into twenty fashionable drawing-rooms, or boudoirs, and in nineteen of them you will find the theme of discourse to be neither literature, politics, nor science, but the merits (that is to say, the demerits, for the absent are ever in the wrong,) of some person who has just left the room, or has otherwise incidentally been brought upon the tapis. It may appear odd, that they, who are no judges of the more simple phenomena of the external world, should imagine themselves adepts in the intricacies of the internal microcosm, but they are not altogether wrong. It is not necessary to be a philosopher in order to penetrate the no-characters of fashionable life, or to discover moral defects, which the owners scarcely take any pains to conceal; and, where it comes to the imputation of motives, or the suppliance of the defective links in the chain of personal characteristics, the simple consciousness of what is passing within himself, will afford the speaker abundant materials for turning his neighbour inside out, and for blackening a saint, if need be.

That a propensity, so general as that of slander, should have been instilled by nature in the human mind, without some special purpose, is not to be supposed. Providence has made nothing in vain, and a foul mouth has its uses; nor are these uses very difficult to detect. A nice observer of life will soon convince himself that slander is among the most efficient causes of virtue, both public and private. How many are there, placed by circumstances above the responsibilities of the law,—"safe from the bar, the pulpit, and the throne,"—who are maintained in a decent respect for moral obligations by a wholesome regard to the whisper of the drawing-room or the club-house? Mrs. Grundy is a more efficient schoolmaster than the Lord Chancellor; and her voice falls on the ear harsher and shriller than the clicking of a feather-spring pistol.

La scandale du monde est se qui fait l'offense,
Et ce n'est pas pecher, que pecher en silence.

So says Moliere, and, whether he be right or wrong in this particular of his philosophy, he is anything but singular in the opinion. As the whole order, regularity, and security of the Scotch system of banking depends on the mutual inspection of jealous rivals, each into the dealings of all, so the decency and decorum of society (such as it is) would soon disappear, but for a prevailing consciousness that the eyes of the public are fixed, with no friendly intention, on the actions of individuals. Public opinion, as every one knows, is the preventive check upon ministerial delinquency; and it is precisely in the same way, that the opinion of the circle, the tittle-tattle of private life, is an impediment to all those naughty deeds which it is impossible to hide, and inconvenient to avow. It is not, then, without feelings of deep regret, that I observe a growing disposition, amongst our fashionables, towards a philosophical cynicism, or, to use the established formula, towards "letting the world talk and be ——" Exclusive in their social habits, and living altogether amongst each other, the "live and let live" system of morality, which they have established, makes them careless of scandal. They are neither shocked nor surprised at the currency of the tale which has no penal consequences; the vice, which is universal becomes order; and what they view with indifference themselves, they cannot conceive an object of censure to the world at large. Not but that society is, in some respects, a gainer by the change. Hypocrisy is thrown overboard by it altogether, and a vast deal of trouble is saved in keeping up appearances, while the overthrow of ancient prejudices admits by far the most amusing part of the species into good company. It is only doing as in the lower grades of the same sort of society,—that is, taking care of one's pockets, and not talking of ropes,—and all is well. On the last point, however, it is good to be particular—a most marvellous purity of language has been produced by the new state of things. Nothing improper is ever alluded to, and the most innocent words are banished, as too coarse and indelicate for "ears polite."

As the shipwrecked mariner knew himself to be in a Christian country as soon as he discovered a gallows on the sea shore, so a stranger may conclude that some morality yet lingers in the land where scandal is prevalent, and is respected and feared. This, it may be presumed, is the reason why the righteous over-much are so given to pry into the lapses of the weaker vessels, and to proclaim all their backslidings from the house-top. It is inconceivable that such very proper persons can delight in scandalous anecdotes, for the scandal's sake, or would sully their lips with the "sayings and doings" of the profane, if it were not for edification: like Pope they are

Proud to see
Men, not afraid of God, afraid of me;

and if by keeping a neighbourhood in hot water, they can frighten one sinner into the penfold, they think, that he will stand good for something on the credit side of their own account with the recording angel. In further proof of this view of the subject, it is profitable to remark that the decalogue, while it forbids us to slay, or to rob, or bear false witness against our neighbour, has not interdicted the telling mischievous truths, or prevented our believing and spreading any idle reports to the disadvantage of others, when, from a knowledge of our own infirmities, we have good reason to believe them probable: and there is sufficient ground for concluding, that our friends have no just cause of complaint at our so doing; for, if they really do not like that species of celebrity, what on earth makes them so perversely ostentatious in all their imprudences?

Conscience, then, is not so much what every man thinks of his own actions, as moralists have foolishly supposed, but, rather, what he thinks of the actions of others. If it were not for the strong opinions expressed in society of the goings on of the absent, it would be eminently difficult to discover, that many persons have any conscience at all. Not only do they thus manifest an orthodox opinion on the abstract nature of the actions in question, but they show the nicety of their judgment of themselves, by thus seeking to quiet any little uneasiness of their own, by this sort of demonstration that they are not worse than their fellow creatures. Nothing can be clearer, than that the lower the common standard of morality, the higher must be the relative virtue of the individuals. Amidst the general relaxation of a corrupt age, a man need not restrict himself to dine on cold shoulder of mutton with Andrew Marvel, in order to be thought a patriot; and who would be esteemed a passable rogue on the Royal Exchange, might figure as an exceeding upright, honest, man, in the Fives Court, or at Doncaster.

If the uses of scandal, then, are so sweet, there surely can be nothing wrong in its dissemination. If indeed, by possibility, there were anything injurious in the thing, the fault must still be less in the scandal-monger, than with him whose conduct gives the occasion of offence. As it is not "he who takes the oath, that breaks it," so it is not he that propagates a tale of offence, that should be taken to task, but he who committed the offence. So far as my observation extends, I must acquit the evil speakers and slanderers of any malignity: for they seem much more struck with the oddity and fun of the adventures they circulate, than with the offence; and if you were to quote the "*Hic niger est*" of Horace against them, for the liberties they take with their friends behind their backs, they would laugh at you, for your simplicity. The proof that they would be right is, that, should their friend arrive in the midst of their narrative, they would not the less receive him with the warmest expressions of cordiality and affection, notwithstanding his imputed misdeeds—a conduct that would be utterly absurd, if they really thought the worse of him for all they had been saying.

But I had almost forgotten the merit of merits of scandal, a merit that would redeem any evil, which the scrupulous might object against it: is it not the prolific source of nearly all the wit and brilliance of modern society? Personality is the soul of epigram; and sarcasm the quintessence of a *bon mot*. Take away the licence of backbiting, and the greatest conversation-men in London would be reduced to mum-chance. Scandal, too, is level to the "meanest capacities," as it is not below the dignity of the highest. The *bas bleus* doat upon it: and an author is as regularly served up at their tea-tables, as the muffin. Slander is not a jot the less slander, because it is passed off under the guise and false pretence of criticism.—*Athenæum, July* 16.

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